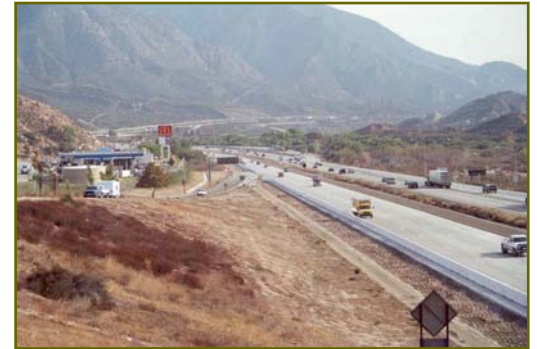


FACTS ABOUT THE INTERSTATE 15 CORRIDOR STUDY

The Interstate 15 corridor is the main transportation connection between the Los Angeles metropolitan area and the high desert, Las Vegas, Rocky Mountain states and the Midwest. It is also an important link to Riverside and San Diego counties to the south. Currently, I-15 is congested during weekday peak commuting hours and on weekends and holidays. The Southern California Association of



Governments, San Bernardino Associated Governments, the Riverside County Transportation Commission and Caltrans are jointly sponsoring a study to evaluate transportation needs on Interstate 15 from Route 60 near Ontario to the Mojave River in Victorville. While all types of travel are being considered, the study is focusing on truck and large recreational vehicle transportation issues. The study, which is expected to be complete by September 2005, will help define how this 45-mile section of I-15 should be improved to meet current and future traffic demands.

WHAT HAS BEEN COMPLETED SO FAR?

Much has been accomplished since the study began in mid-2003. Traffic studies were conducted to document existing conditions, and forecasts of future traffic were created to help plan for future improvements. A public outreach effort in spring 2004 generated 500 survey responses from I-15 users to help document perceptions of travel along this freeway. The surveys showed that the greatest concern was the I-15/I-215 interchange in Devore, a major bottleneck. Other problems were cited as well: heavy congestion on I-15 between Route 60 and Route 210, safety concerns in the Cajon Pass and the heavy volume of trucks mixing with auto traffic.

OPTIONS FOR IMPROVEMENT

Based on the problems identified, a series of alternatives was developed and evaluated. At present, five alternatives — all of which also include improvements to the I-15/I-215 interchange — are being studied in greater detail. These include:

- ▶ **Alternative A** — The “no build” alternative. The study will define what would happen if there were no new improvements to I-15.
- ▶ **Alternative B** — The “transportation system management” alternative. No lanes would be added to I-15, but changes would be made to improve merging to and from the freeway, expand bus service in the corridor, enhance safety, and reduce delays from accidents.

(Continued on back)

- ▶ **Alternative C** – The “high occupancy vehicle” alternative. One new lane for carpools and buses only would be added in each direction from Route 60 to the Mojave River. The cost of this alternative ranges from \$500 million to \$700 million.
- ▶ **Alternative D** – The “exclusive truck lane” alternative. Two new lanes for trucks only would be added in each direction from Route 60 to the Mojave River. The lanes would be separate from auto traffic. Trucks would enter and exit these lanes only at major freeway interchanges and near industrial areas. Double-decking of I-15 may be needed in a few sections of I-15 to fit in the lanes, but in most locations the lanes would be in the middle of the freeway between the northbound and southbound lanes. The cost of this alternative ranges from \$2 billion to \$3.5 billion.
- ▶ **Alternative E** – The “reversible lane” alternative. Two new lanes would be built from Route 210 to U.S. 395, separate from the existing lanes. The lanes would run southbound in the morning commute hours and northbound in the evening commute hours. At other times, the lanes would serve the heaviest flow of traffic. In addition, at least one lane in each direction would be added south of Route 210 and north of U.S. 395. The cost of this alternative ranges from \$600 million to \$800 million.

A preferred alternative will be recommended this spring, based on technical studies and input from local agencies and the public.

YOUR INPUT IS NEEDED

We welcome your ideas on this challenging study. A survey has been created to ask I-15 users their opinions on the five alternatives now being evaluated. The survey contains some additional information about the advantages and disadvantages of the alternatives listed above. You are invited to attend our public workshop on March 31 or visit any of the following locations to share your opinions. You also may complete the

survey online at www.sanbag.ca.gov. Please submit completed surveys by April 7, 2005.



THREE OPTIONS FOR INPUT:

- ▶ Complete the survey online at www.sanbag.ca.gov. See I-15 Corridor Study under “Breaking News” on the homepage of the website.
- ▶ Attend the public workshop on March 31 at Etiwanda Gardens, 7576 Etiwanda Avenue, Rancho Cucamonga, 4-7 p.m. From I-15, exit Foothill Boulevard and head east. Turn north on Etiwanda Avenue, passing under I-15, to Etiwanda Gardens. Park in the rear lot and go to the Camellia Room.
- ▶ Visit these survey locations:
 - ▶ Pilot Travel Center, I-15 and U.S. 395 interchange, Hesperia, March 24, 11 a.m. to 2 p.m.
 - ▶ Macklin Swap Meet, San Bernardino County Fairgrounds, 14800 Seventh Avenue, Victorville, March 26, 9 a.m. to 1 p.m.